new york world's fair special

Commemorative HISTORY and MINT-CONDITION

fare token

LONG ISLAND RAIL ROAD

Your Steel Throughway To The Fair Gateway

through the years

Cold Spring Harbor station in 1843.

with

...*the route of the dashing commuter*

Historical Mileposts along

LONG ISLAND'S Mainline to the Mainland

Period at the Garden City station is a typical locomotive of the 1870s. Garden City was on the Stewart Line, which in 1870 was taken over by the Long Island. This ornate station eventually gave way to one more in keeping with the suburban community Garden City became.

Railroads had been known for only nine years – and most of their horsepower was still being supplied by real live horses – when the Long Island Rail Road was chartered in Albany, N. Y., on April 24, 1834.

Today, more than a century and a quarter later, the LIRR is the third oldest railroad in the world still operating under its original name. More important, it's the busiest passenger railroad in the United States, providing the Nation's most concentrated rail service to one of its fastest growing areas.

There is no doubt today that the fabulous development of Long Island is directly linked to the progress its railroad has made in serving the hundreds of communities that make up the Island. The odd fact is that the far-sighted men who founded the LIRR had no intention of its ever becoming the local line it is today.

They thought of it as a key link in an East Coast network of railroads – a fast connection in a rail-boat route between

Railroad employees in 1910 dressed differently from their counterparts today. That's the conductor on the platform at right, the bowler hat being a mark of distinction. A trainman, in high-button jacket, stands next to him. The tall man in the middle apparently was a policeman.

Jamaica Station, circa 1870, was a pretty busy place. Everything was steam-powered, of course. The station was at ground level, note the primitive signal and the wooden cars. The station was elevated in 1913, eight years after electrification began.

Boston and the then-thriving city of Brooklyn. It's a little ironic, too, to find that nine of the 17 charter signers – all of whom contemplated using the Island only as a stepping stone in a city-to-city route – have communities and streets named for them in Long Island's four counties.

Valentine Hicks (Hicksville), John Lawrence (Lawrence), Joseph C. Albertson (Albertson), Daniel E. and Joshua R. Smith (Smithtown), William Rockwell (Rockwell Place in Brooklyn), Gabriel Furman (Furman Street in Brooklyn), William F. Blydenburgh (Blydenburgh Road in Huntington), and Robert W. Mott (Mott Avenue in Far Rockaway) were among the charter signers. The other eight, whose family names also are well known on Long Island today, were William Wicks, Edmund Frost, Timothy Clowes, Selah B. Strong, Joshua Fanning, Alden Spooner, Singleton Mitchell and James Hallock.

The charter gave the new company permission to build a railroad from Brooklyn to Greenport, where passengers would transfer to boats for the trip across Long Island Sound. At Stonington, Conn., they would board trains on the then-new Old Colony Line for the run on to Boston.

But the LIRR didn't build from Brooklyn. It started eastward from Jamaica instead. The western portion of the road already was under construction by the Brooklyn & Jamaica Railroad, which had been chartered in 1832.

The B & J completed its single-track line in 1834, but it still had no locomotives. So the whole line – including the two undelivered locomotives – was leased to the LIRR.

It wasn't until 1835 that locomotive builder Matthias W. Baldwin delivered the engines, the Ariel and the Post Boy. They became the first to run on Long Island, making round-trips between downtown Brooklyn and a station on South Street in Jamaica.

Meanwhile, the LIRR's own single track was inching towards Hicksville. The first train reached Hicksville March 1, 1837.

Typical of the locomotives of the 1870s and 1880s was the "James Gordon Bennett," it was standard practice in those days to name engines for famous men and women.

Two years later, a short branch was built from Mineola to Hempstead. But money ran out at this point, and for three years Hicksville was the eastern end of the line.

Travel on the new railroad was anything but easy. It was adventuresome, though. Either experience or a crystal ball—and sometimes both—was needed if you wanted to catch a train at some point between the terminals. There was a timetable, but it was of little help. All it listed was the leaving times at Brooklyn, Jamaica and Hicksville for the two daily trains. It didn't say anything about there even being any intermediate stations. It didn't indicate which way trains were bound out of Jamaica. And it gave no arrival times.

One of the oldest photographs in existence of a Long Island train is this shot of a mixed train at Merrick. This was actually the South Side Railroad at the time but the L.I.R.R. took over the line in 1881.

A ride on the LIRR's original steam cars was a real experience. The locomotives were little more than flat cars sporting horizontal boilers. Huge smokestacks curved up from the front, and the engineer stood on the open platform to handle his big control levers.

Behind the locomotives came a couple of flat cars loaded with barrels of water and piles of wood. Back of these were three or four "cars"—stage coaches mounted on flanged wheels.

Most of the trip was spent fighting off sparks blown back

Piggy-backing—very much in the news these days—was pioneered by the Long Island Rail Road back in 1899 for the benefit of farmers seeking a faster, more economical way of getting their produce to markets in Brooklyn and New York. As this old woodcut of the Long Island City terminal shows, loaded wagons were carried on specially built flat cars. Much in the same way loaded truck trailers are transported today. The horses rode in special box cars, and there was a coach on each train for the grooms and drivers.

from the stack by breezes whipped up by the train's dizzying speed of 12 miles an hour — or maybe even 15 going downhill.

Construction got under way again in 1840 and went rather rapidly, considering that everything had to be done by hand. The farther east the line probed, the tougher things got. For in the pine barrens west of Riverhead there was barely even a dirt road for the wagons hauling materials.

Finally, on July 27, 1844, two trains, loaded with officials from Brooklyn and other points along the western end of the Island, steamed into Greenport, marking the opening of the LIRR's Main Line. There was an all-day celebration. The following day, through service between Brooklyn and Boston began.

For the next six years business was brisk. Two to three trains a day ran between Brooklyn and Greenport. It looked as though the LIRR was well on its way to being a huge financial success.

But looks were deceiving.

When the line had first been proposed, the best engineers of the day were sure no direct rail line could ever be built along the Connecticut shore between Boston and New York because of the numberless bays, inlets, rivers and hills. But by 1850 they had changed their minds. Little lines that had been built at various places were linked together that year into a through route.

The running time of the new road wasn't any faster than that of the LIRR-ferry-Old Colony route, and the trains were no better. But there were no changes en route and no ferries subject to storm-buffeting in the Winter. So the new line attracted nearly all the Boston-New York business.

In a few short months, the LIRR was reduced to practically a local transit system. It began stopping at any crossroad where there might be a customer to pick up. Unfortunately, there were few customers on the sparsely settled Island. So, before 1850 was over, the line, unable to pay its bills, found itself in receivership.

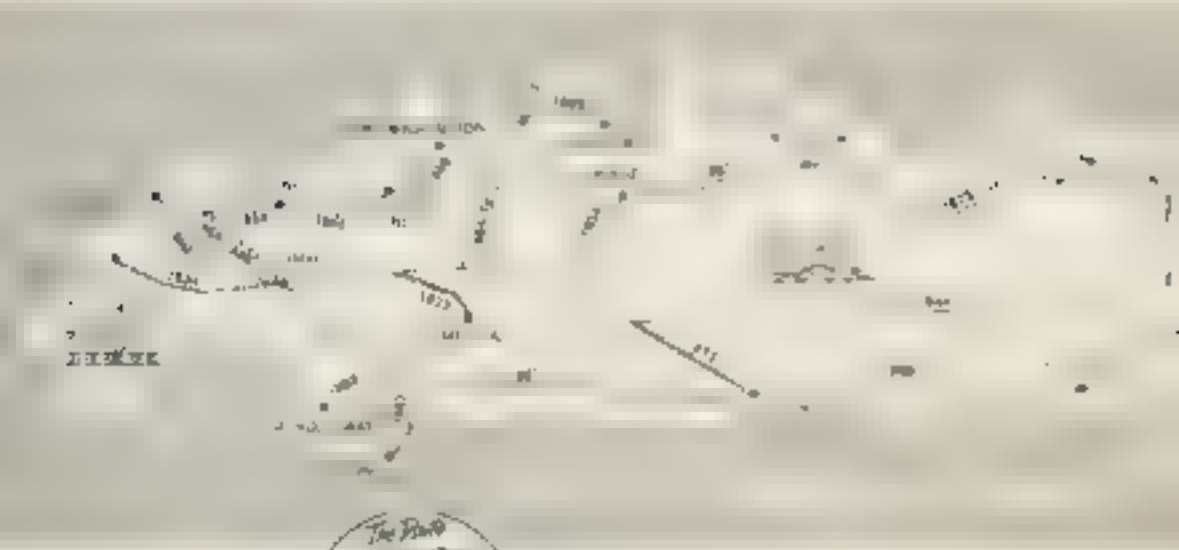
Most of the railroad's remaining business was on the western end of the Island. There seemed only one way out – to build up the rest of the Island so there would be more potential passengers.

It was this state-of affairs that led to the development of Long Island as a playground, a vast home community and an industrial center of major importance. For, until the railroad began branching out and providing more and more service, there had been little incentive for people to live or establish industries on the Island.

The receivership straightened out the railroad's finances, and within four years new lines were being built to tap new areas. What proved to be some 40 years of almost feverish railroad building got under way in 1854 with construction of routes from Long Island City to Flushing and from Hicksville to Syosset.

Locomotives from Brooklyn

How the LIRR grew



[illegible]

[illegible] LIRR [illegible] waterfront. The tracks were relaid down the [illegible] Avenue and horsecars were substituted for [illegible] trains.

By this time, trains were averaging 25 [illegible] to about 40 minutes. But the switch to [illegible] out to almost half a day. As might be [illegible]

[illegible] terminal was gone for good.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] Since route.

[illegible] north and south shores.

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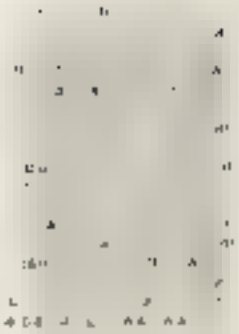
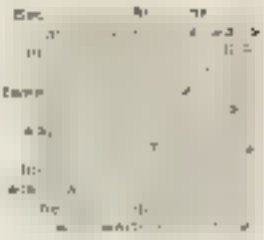


[illegible] of his new [illegible] direct routes to the Long [illegible] ferries at [illegible] and the Babylon waterfront and [illegible] Island beaches at the other he built the Central Railroad [illegible]

[illegible]

[illegible] installment payments from the LIRR

had the money, but no authority



mad mushroomed again

to New York City

Island. It did even really but World War I held it up. When the boom finally came in the 1920s [illegible] tions of even the most optimistic

[illegible] Park and Gibson

The great [illegible] rubber tire

[illegible] the next few years

when World War I ended back in 19[illegible]

undertake badly needed improvements

There was a bold attempt to partially rebuild the road in 1948. But it was too little and too late. By 1948 things had reached [illegible] into bankruptcy.

[illegible] August 1 [illegible] all practical [illegible] again.

In what [illegible] most elaborate [illegible]

[illegible] ed. It has produced startling changes. And [illegible] cars and more th[illegible] of all non-electr[illegible] fied [illegible] improved. Stations — many of them pain[illegible] been spruced up, rebuilt or [illegible]

[illegible] has come a new attitude toward the ra[illegible] and more. The line that years of financial starvat[illegible]

[illegible] ful, the years ahead pro[illegible] for Long Island's Main Line to the Main[illegible]

This was the granddaddy of [illegible] Old [illegible] on today's modern diesel [illegible]

Leading the Pack

From its very beginning, the Long Island Rail Road has been a pioneer in American railroading, chalking up an impressive list of "firsts" and showing the way to the entire rail industry on many fronts.

Here's a partial list of LIRR "firsts":

- **First** to use the hook-headed track spike, now standard all over the world (1836).
- **First** to install a steam whistle on a locomotive (1836).
- **First** to use "piggy-back," hauling farm wagons on flat cars (1885).
- **First** to use an all-steel passenger car (1895).
- **First** to install extensive main line electrification (1905).
- **First** to use a diesel locomotive in road service (1925).
- **First** to use modern mercury-arc rectifiers to supply third-rail current (1926).
- **First** to have an all-steel passenger car fleet (1927).
- **First** to install completely remote-controlled electrical substations (1930).
- **First** to use electronic rail detector cars to spot invisible flaws in rail (1931).
- **First** to use a fully-electronic, constant-service, high-speed automatic speed control system (1951).
- **First** railroad to install completely automatic IBM inventory control (1955).

THE LONG ISLAND RAILROAD COMPANY
1834

The Route of the
THE LONG ISLAND RAIL ROAD

1. Roosevelt Raceway
2. Westbury Gardens
3. Montauk Lighthouse
4. Vanderbilt Museum
5. Theodore Roosevelt's Home (Sagamore Hill)
6. "Home, Sweet Home"
7. Whaling Museum
8. Bridgeport Ferry Boat
9. Walt Whitman's Birthplace
10. Jones Beach
11. Jones Beach Marine Theatre
12. Mystic Seaport Town
13. Suffolk Museum

Your Steel Thruway To The Fair Gateway

LONG ISLAND RAIL ROAD

Your
Steel Thruway
To The
Fair Gateway